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E. R. Davis Hardware Co.
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Simmons Plumbing Co.

ALL-YEAR USE OF AUTO IS BECOMING POPULAR AMONG LOCAL OWNERS

Fewer Cars Stored Away This Winter Than Ever Before in History of City.

There is and always has been a great deal of discussion on the subject, both in favor and against, the automobile for winter purposes.

Some car owners would never think of putting their cars up for the winter—that is, for three or four out of twelve months—but there are, on the other hand, a very great many who look forward to the middle of November or the first part of December as the time for jacking up their car, as regularly as they plan to leave home for the office at 8:30 every morning, or eat three good square meals a day. There the car stays, safe and sound in the garage until the first signs of spring creep around once more, when it is taken down, renovated, and allowed to continue the mission for which it was created.

Fewer Cars Stored.

Every year there are fewer and fewer motorists who relegate their cars to the garage as a winter proposition. The cold weather, the sleet and snow now-a-days have but little terror for the up to date driver. If, with the first appearance of snow, you are beginning to think seriously of putting your car away for the winter, think a little more seriously and don't do it. Your car was manufactured to be used three hundred and sixty-five days a year, and there is no reason, mechanical or otherwise, why you should not profit by the superior labor and material put into it during the process of its manufacture. If you still agree with all the old time arguments put up in favor of winter storage of the car, let us tell you why you are wrong. You aren't going to save money by putting it away—at least not much—and what little you might possibly save will be more than offset by the pleasure and conveniences lost during the months you are forced to do without the car and depend on other means of transportation.

Unnecessary Inconvenience.

Have you ever gotten up in the morning about ten or fifteen minutes later than usual, eaten a hasty breakfast, and walked two or three blocks, or more, through the sleet and slush of a winter snow storm, only to find that the much coveted street car was just disappearing down the line, and then been forced to wait ten or twenty minutes before another refrigerator car came along. Perhaps the reminiscence of hopping first on one foot and then the other, with the wind cutting your face like a sharp knife, and your hands gradually becoming

numbed with cold is a pleasant one. We should rather imagine that it was not, and then, if for any special reason you were positively obliged to get to your business on time, and the car simply refused to come along, you were finally forced to either call a taxi as a last resort, or use the means of transportation provided by an all wise Creator, and "hike it."

Circumstances of this sort are the most provoking imaginable. Be honest, now aren't they? You've gotten cold and wet, missed your car, and arrived late at the office, certainly in no fit condition to take up the arduous duties of the day—and all this time your \$500 to \$2,000 investment in the form of a serviceable and comfortable means of conveyance—your motor car—rests peacefully in your garage, deriving more harm than would come to it from ordinary usage.

Excuses Overruled.

Now for the old time excuses and arguments: First, your garage isn't heated. This is indeed a very trivial matter to overcome. Just add the proper amount of alcohol and glycerine to the water in your radiator. Second, your car starts hard on cold mornings. This difficulty, too, can be readily overcome by pulling the choke wire out before using your starter, making sure that your starting battery has a full charge to prevent freezing. If you have no starter and have been accustomed to start your car on magneto, a dollar and eighty cents worth of dry cells will make cranking very easy. Third, the streets are slippery and you are afraid of skidding. There is no denying that skid chains are a positively essential feature of winter equipment. Many motorists hardly realize the importance, not only to themselves, but to others, of tire chains. It is not a question of personal safety, but of public safety, to have your car equipped with this non-skid device. And, with the skid chains on your car you are positively insured against skidding. Fourth, it is cold riding and you are afraid of your health. We call your attention once more to the questionably pleasant remembrance of a long wait in the snow and wind, a long walk, perhaps wet feet, and all the rest of the unpleasant results, and then ask you to compare the two situations. Which is more likely to give lasting bad effects?

There are some adjustments necessary to be made on every car which is to be used continuously throughout the winter and it is a wise plan to have your car overhauled thoroughly before the real dead in earnest cold weather sets in. Then your car will be sure to give you the right kind of

service.

Quick Transformations.

An "all weather" top makes your car as warm and "comfy" as a limousine, and the few dollars expenditure necessary to effect the change is certainly worth while. Imagine what pleasure and convenience you are going to gain by transforming your touring into an all around twelve months a year car, as comfortable as any specially built winter car.

In the event you do not desire to install a winter top, the cold draughty car can be made comfortable by the installation of special curtains of the quick adjustable kind.

Now do your serious thinking. Take into consideration the fact that your car is lying idle, thereby deriving possibly quite as much, if not more, harm than if in constant use, due to the fact that half the valves are bound to be open and subject to rust; your tires are dry rotting from lack of use, and then think what you are bound to miss—the downright comfort and convenience it is to step from the door of your home into your own cozy car, and drive with dispatch to your destination.

Now aren't you ready to admit that it is real folly to put your car in storage and submit to the discomforts and inconveniences of street cars for a long dreary three months? Business men, and others, in vastly colder climates than the one in which we are living have discovered the fallacy

of putting the car away at this time of the year. This is the time you need it most—it is indispensable if you are looking for comfort, convenience and speed.

Cold Weather Necessities.

Some car owners are inclined to think that if a little anti-freezing fluid of some sort is injected into the radiator they are prepared to meet almost any emergency. It is a very wise driver who secures radiator hoods, magneto covers, knuckle boots, etc. Other devices to secure easy starting in cold weather are many and all popular with the driver who knows.

Among other winter comforts we might mention the warm hand steering wheel and foot warmer. These devices have successfully accomplished their purpose in the past—that of winning the public over to the side of motoring despite of any weather conditions.

GASOLINE

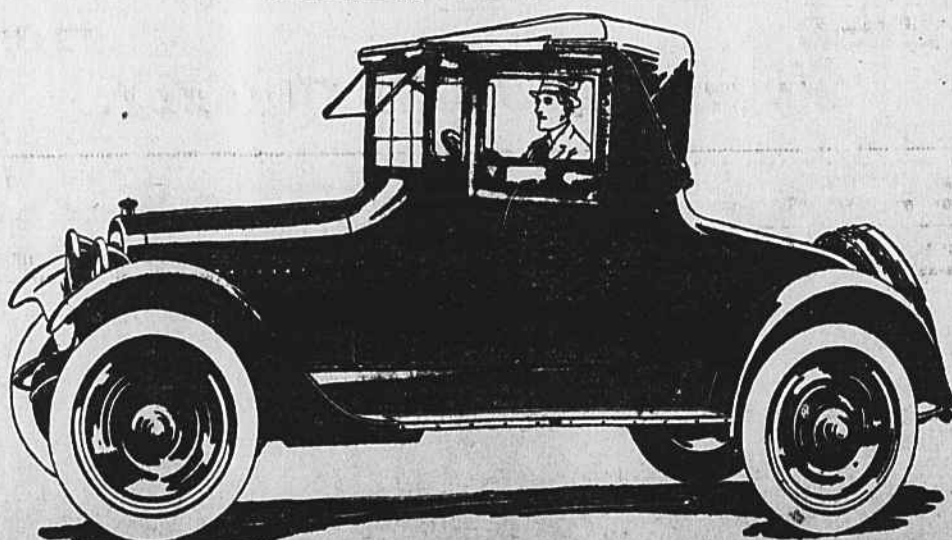
May Go to Forty Cents a Gallon in Near Future.

Gasoline may go to forty cents, according to reports from Chicago, where it has been known that the Oklahoma and Texas oil fields are in a state of famine, with a bad slump in the oil production which amounts to from thirty-five to fifty per cent. Oil products will be from thirty-five to forty per cent higher as a consequence than they have ever been in the United States. There has been a substantial advance in the price of gasoline in New York, where it has reached twenty-two cents and sometimes higher.

MORE MAXWELL BRANCHES.

Recent expansions of the Maxwell Motor Sales Corporation include retail sales branches in Philadelphia, Atlanta and Providence, in charge respectively of L. G. Peed, C. H. Batchelor and O. C. Reed.

CHALMERS VICTORIA CABRIOLET



The Chalmers Victoria Cabriolet is quite as comfortable and luxurious as any closed car, yet the extra weight, rattling glass, and other advantages of the old style coupe are entirely absent.

The Price of a Derby Hat

Mercury Poisoning and Deafness the Lot of Those Who Handle Material.

When you pay \$5 for your fine Derby hat do not imagine you have paid the price of the hat. The real price is paid by the unfortunate victims of "hatters' shakes," who contract mercurial poisoning while engaged in preparing the fur and making it into your hat, says Popular Science.

There are many trades which are dirty and hazardous, but it would be difficult to find one as objectionable as the hatters' fur trade. From the moment the fur receives a scrubbing with a solution of nitrate of mercury until the hat is finally completed, mercurialism is a constant menace to the workers.

Conditions Differ.

Conditions found in various factories differ greatly. In some, every effort is made to protect the workers and in others the welfare of the operatives is neglected. The Department of Health of New York City recognized that thousands of workers in our industries are subjected to conditions which endanger their health. As a means of protecting the workers and raising the standard of the public health, the department opened an occupational clinic and concentrated its energies first of all on the fur and hatters' fur trades.

In the preparation of the hatters' fur used for the manufacture of felt hats, rabbit, cone, nutria, muskrat and hare skins are put through a number of processes. The skins are received in the factories just as they have been stripped from the animals by the trappers. They are stiff and full of natural animal grease and dirt. The skins are first cut open by unskilled laborers. They are then combed and brushed by hand. The

brushes used for this purpose have fine wire bristles. With this brush the workman frees the fur from particles of dirt. Anything which is not readily removed by the combing and brushing process is removed with the aid of a very sharp knife. In some cases the skins are brushed by machines supplied with suction devices. Where the work is done by hand the air is full of fine dust and particles of fur. It is the usual practice to have a man employed all day in sweeping up the accumulated dust and dirt from the floor with results that can be imagined.

Skins Dampened.

After the skins are combed they are dampened and the long hairs are clipped or plucked. In the case of hare skins the plucking is done by machinery; with cone skins it is done by hand. The hand plucking creates an immense amount of dust, hair and fuff in the air.

Frequently the workers stand in a mass of hair, which covers the floor to a depth of several inches. The skin is fastened over a leg stump by means of a loop of clothesline which is held taut by another loop through which the plucker places his foot, as in a stirrup. This causes the worker to assume what would seem to be an almost impossible posture. The toes of the left foot, which is in the stirrup, barely touch the floor, and the worker is forced to lean forward and press his abdomen against the upper pole of the stump that he may retain his balance.

In the case of plucking machines much of the danger to health is eliminated because the plucking machines are supplied with suction devices which carry off the loose particles of fur and dust.

Dangerous Treatment.

The next treatment to which the skins are subjected is the most dangerous one. It is known as carotting. The pelts, with what fur remains on them after the long hair has been removed, are placed on a table and scrubbed with nitrate of mercury solution. This gives a brilliant yellow color to the light parts of the fur. Hence the name. In some instances this work is done by hand and in others by machinery. When carotting is done by hand the workman holds the pelt on a table and scrubs it with a brush, which he dips in the mercury solution. When it is done by machinery he holds the pelt on a revolving brush, which passes through a bath of mercury. In either case it is necessary for the workman to wear strong gum gloves to protect his hands from the mercury solution.

The carotted fur is now taken to drying rooms, where it is placed on racks and dried in ovens. When the mercurial solution has been volatilized the skins are put through the shaving process. Machines cut the hair from the skins and deposit it on

metal trays. Girls sort out the hair of the various parts of the animal's body and place it in groups. The skins, when they are denuded of hair, are used to make glue.

It is impossible to describe the noise of the cutting machines. Unless a person has leather lungs he cannot make himself heard in the cutting rooms, even if he shouts close to your ear. The girls who sort the fur are for the most part young. The workers suffer from defects of hearing brought on by the unearthly clatter. Some of the workers who were found to be perfectly devoid of hearing told the doctor at the clinic that if they remained at home for two days they generally regained some of their ability to hear. If Dante could have visited a cutting room he might have described another torment in his inferno. In looking over a roomful of young girls whose left fingers never falter in sorting out the fur one is astonished that they can retain their composure in that unspeakable bedlam. And one wonders, after all, if any felt is worth years of deafness.

Other Dangers.

But, deafness is not the only danger, for every one who handles the fur after it has been carotting faces the menace of mercurial poison. Three hundred and fifty employees of the hatters' fur trade were examined through the occupational clinic. Of these fourteen per cent were indisputably suffering from mercurialism. Many have violent tremors of the hands, face and tongue. Unfortunately, most of the workers fail to realize the danger of their occupation, and it is exceedingly difficult to get them to observe the first principles of self protection against the hazards of the trade. In some instances it was found that the employer had to lock the carotting rooms and the drying rooms at noon time to prevent the employees from eating their lunches there.

AUTO STRUCK

On a Crossing by a Milk Train and Two Women Are Killed Thereby.

(BY ASSOCIATED PRESS) HARRISBURG, Pa., Jan. 29.—Mrs. Daniel Weingart and Miss Emma Harbaugh, of Chambersburg, were killed, and Daniel Weingart, Chan Myers, Mrs. John Myers and Anna Myers, of Greencastle, were injured, when a Philadelphia and Reading railway milk train struck the automobile in which they were crossing the company's tracks near Grantham, Pa., today. The accident occurred at a grade crossing known as Smith's, and said to be a private crossing. Mrs. Myers died later on the way to the hospital.

An acre of land in Oklahoma yields from forty to 200 bushels of peanuts, and in addition to the peanut crop produces a ton or two of excellent hay.